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1. A piste-maintenance tracklaying vehicle comprising a vehicle control unit and an internal combustion engine which is drivingly connected via a gear to a drive sprocket of at least one track, and accessory drives for additional devices that are mountable on said tracklaying vehicle, and/or for vehicle components, such as a tilting device for a platform and driver's cab or track tensioner, with an internal combustion engine being connected via a generator and at least one electric motor and a gear to each drive sprocket, and in overrun mode an electric motor being switchable as a current generator for accessory drives designed as electrohydraulic or electric drives, wherein at least said electric drive for a shaft of said additional device is electrically synchronized with the electric motor of said drive sprocket through the vehicle control unit.

2. The tracklaying vehicle according to claim 1, wherein each drive sprocket is drivingly connected to a separate electric motor.

3. The tracklaying vehicle according to claim 1, wherein the planetary gear is arranged between the electric motor and the drive sprocket.

5. The tracklaying vehicle according to claim 1, wherein said tracklaying vehicle is designed with an energy buffer fed by said generator or by said electric motor which operates as a generator.

6. The tracklaying vehicle according to claim 1, wherein said tracklaying vehicle further comprises an electronic high-performance means for controlling travel engines or motors and/or accessory drives.

7. The tracklaying vehicle according to claim 1, wherein said internal combustion engine comprises an electronic engine control.

9. The tracklaying vehicle according to claim 6, wherein said electronic high-performance means is centrally arranged in said tracklaying vehicle for distributing energy to all consumers and for energy feedback.

10. The tracklaying vehicle according to claim 1, wherein all components of said tracklaying vehicle are composed in the manner of modules.

17. The tracklaying vehicle according to claim 6, wherein a heating means of said tracklaying vehicle is fed with waste feed from the motors of the hydraulic system and/or said electronic high-performance means.

18. The tracklaying vehicle according to claim 6, wherein said tracklaying vehicle comprises at least one setpoint transmitter for at least the desired traveling speed.

19. The tracklaying vehicle according to claim 18, wherein said electronic high-performance means or a vehicle control unit, respectively, is connected to said setpoint transmitter and comprises an electronic evaluation means at least for determining consumption-optimum speeds for said internal combustion engine.

22. The tracklaying vehicle according to claim 18, wherein said setpoint transmitter is designed as an accelerator for controlling speed and for braking purposes.

23. The tracklaying vehicle according to claim 18, wherein a predetermined setpoint is a setpoint of the electric motor speed.

24. The tracklaying vehicle according to claim 23, wherein the setpoint is convertible by the electronic means into a speed which is predetermined for said internal combustion engine.

25. The tracklaying vehicle according to claim 6, wherein said electronic means comprises a characteristics control for determining the consumption-optimum speed.

26. The tracklaying vehicle according to claim 1, wherein said vehicle has a safety logic for starting and stopping purposes, said logic sensing at least the position of a traveling direction switch, the actuation of said accelerator and of said parking brake.

28. The tracklaying vehicle according to claim 1, wherein the additional device may be selected from a rotary snow plow or a front snow blower.

29. The tracklaying vehicle according to claim 1, wherein said vehicle has one electric motor such that a steering gear is arranged for the drive sprocket of each track.